

UTAH DEPARTMENT OF TRANSPORTATION

**ANNUAL PLAN REPORT**

**OFFICE OF POLICY AND SYSTEMS PLANNING**

**OCTOBER 1978**

*Fiscal Year 1978*

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"B" and "C" Road Distribution 1978.....	White

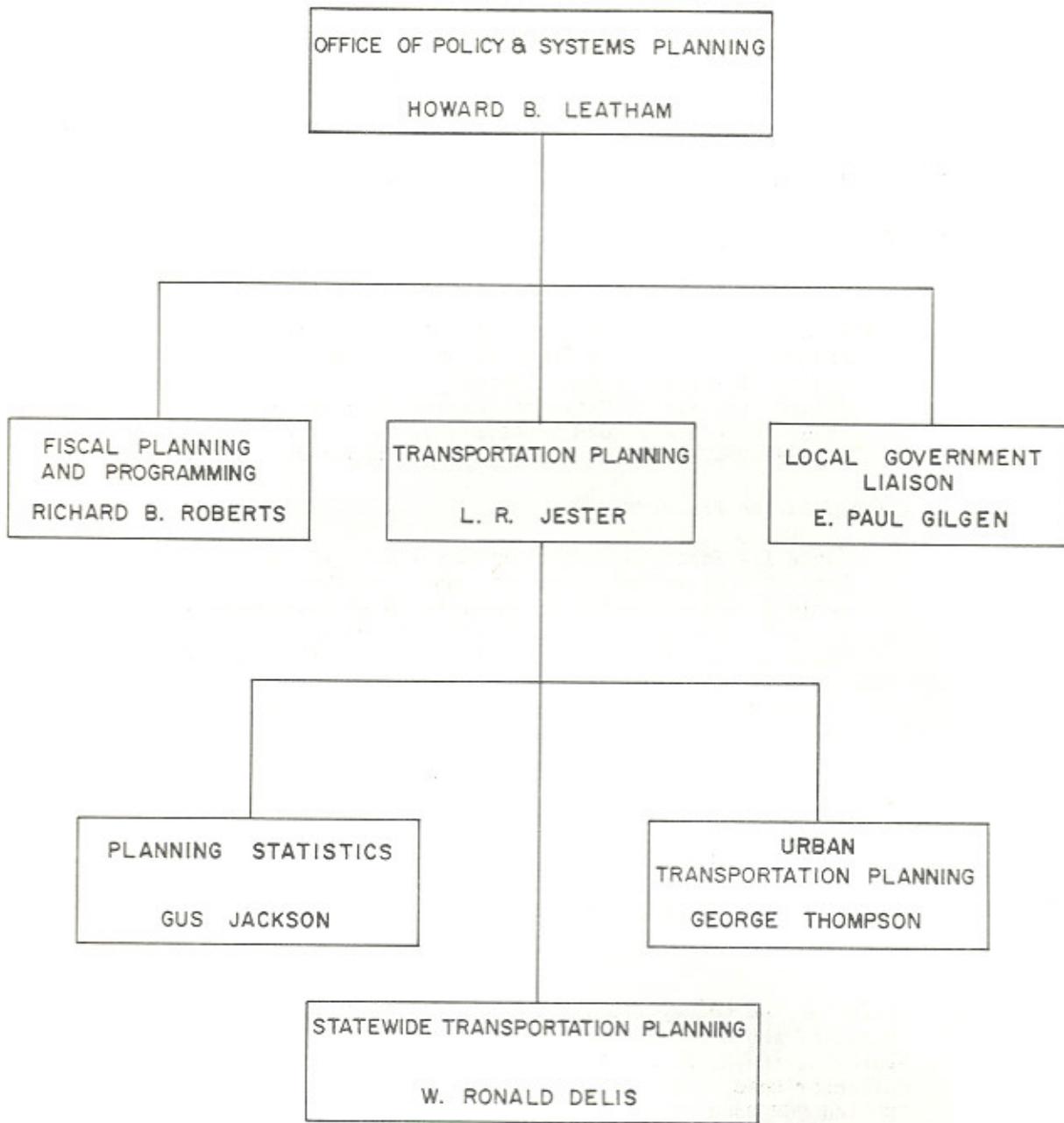
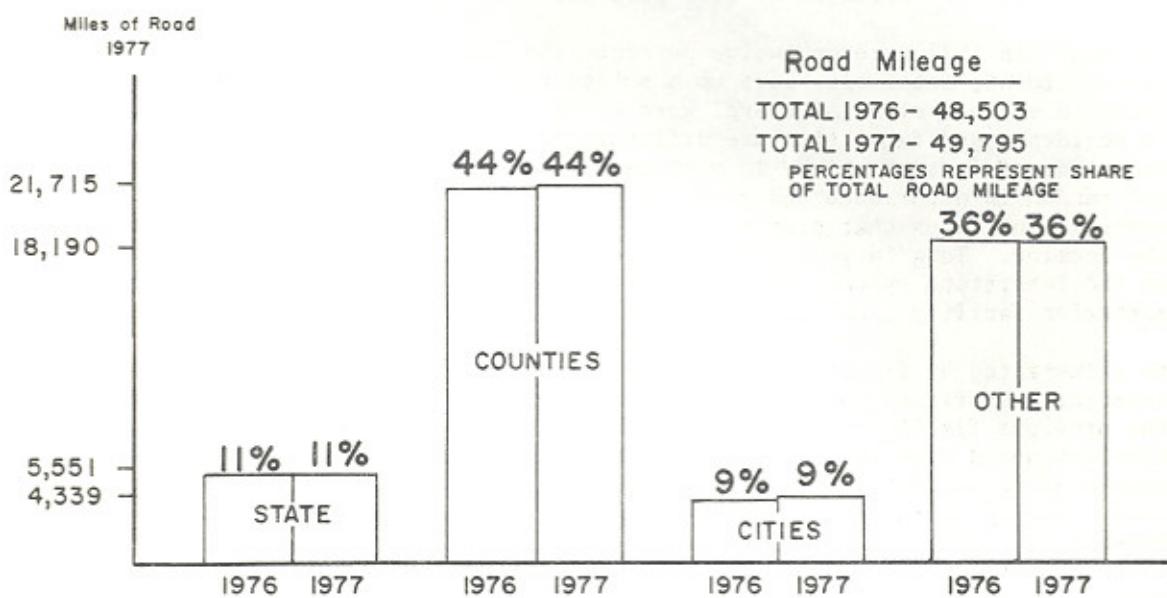
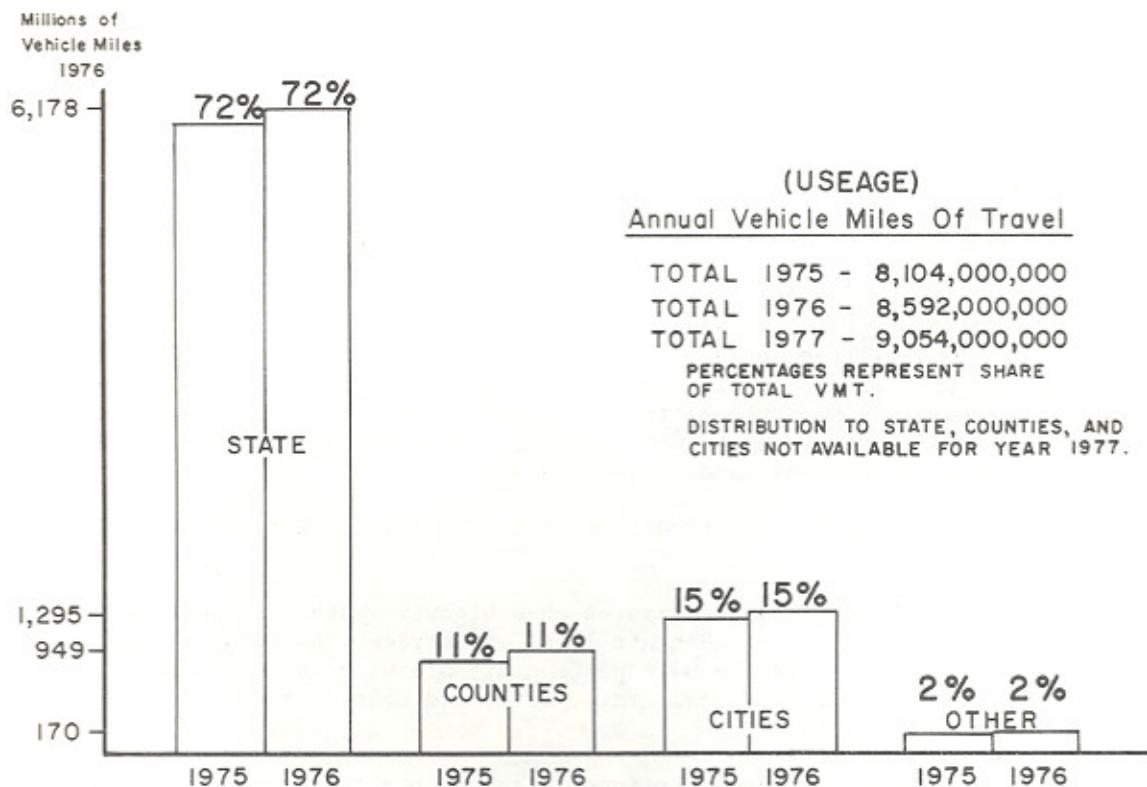


Figure I

## COMPARISON BETWEEN USAGE AND MILEAGE



## STATISTICAL SUMMARY

### TRANSPORTATION SYSTEMS

As illustrated by figure I, during 1977 total road mileage in the State increased by 1,292 miles. This substantial growth was primarily attributed to an increase of 842 miles of Federal service roads in Bureau of Land Management areas, National Forest areas, and National Parks as reported by these Federal agencies. County road mileage increased 295 miles, City mileage 166 miles, and State mileage declined 11 miles. This reduction in State road mileage was primarily due to the transfer of a section of State Route 139 serving a mine near Helper to the County highway system.

Vehicle miles of travel in the State increased by 5.4 percent, from 8,592 million in 1976 to 9,054 million in 1977 as shown in figure I. Unfortunately, distribution of travel on the various highway systems are not available for 1977. However, past experience indicates a stable pattern of about 72 percent of the travel on the State system, 15 percent on the City system, 11 percent on the County system, and about 2 percent on Federal Land service roads.

Figure II illustrates the growth of the various systems comprising the State highway system.

In connection with the volume of travel on a highway system is the type of roadway surface needed to provide an adequate level of service. As illustrated by figures IV & V, State system roads are 94.8 percent bituminous or higher grade surface whereas 41.4 percent of the total state, city, and county roads are bituminous or higher grade.

In 1977 as the State's economy continued its strong growth trend, travel characteristics also reflected substantial growth. As shown by figure III, motor vehicle registration increased by five percent, licensed drivers increased by four percent, and travel increased by five percent.

Accidents in 1977 were up twelve percent from the previous year. Injuries were up seven percent, fatalities were up a substantial 42 percent, and fatalities as a ratio to vehicle miles of travel were up 32 percent. The reasons for this up-swing in accidents and fatalities are difficult to identify. Accidents are caused by a multitude of factors which, in most cases, are due to human error and consequently are random in occurrence and vary considerably each year. However, statistical analysis indicates that over the long term fatalities in relation to travel are on the decline. To a large extent this reduction is attributed to increased travel on the Interstate system, which by all measurements is a safer, more efficient transportation facility than conventional streets.

As illustrated by figure VI, motor fuel and special fuel consumption increased substantially in fiscal year 1978. Gasoline consumption increased by 6.8 percent from the previous fiscal year, and diesel fuel increased 7.7 percent. Aviation fuel consumption rebounded from the declining growth during fiscal years 1976 and 1977 to a growth of 25 percent in fiscal year 1978. This reflects the growth of general aviation activity in the State, and the substantial increase in the sale of fuel to interstate commercial flights. In the past, large commercial lines have brought large amounts of fuel into the State. Revenue generated by both motorists and aeronautical activities are discussed in the financial section of this report.

Figure I

## COMPARISON BETWEEN USEAGE AND MILEAGE

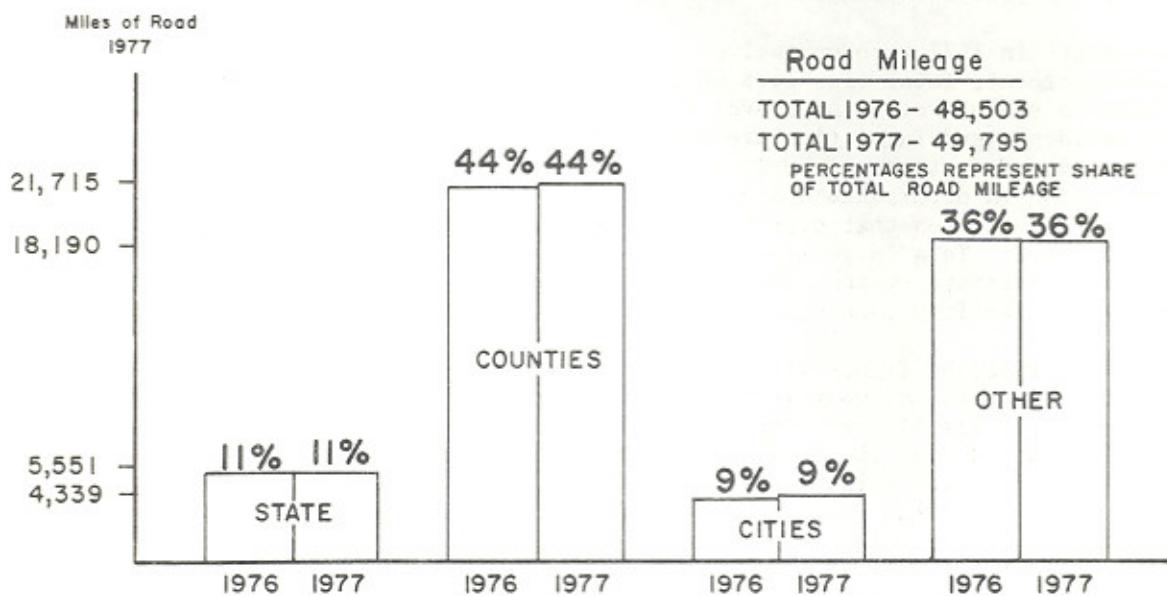
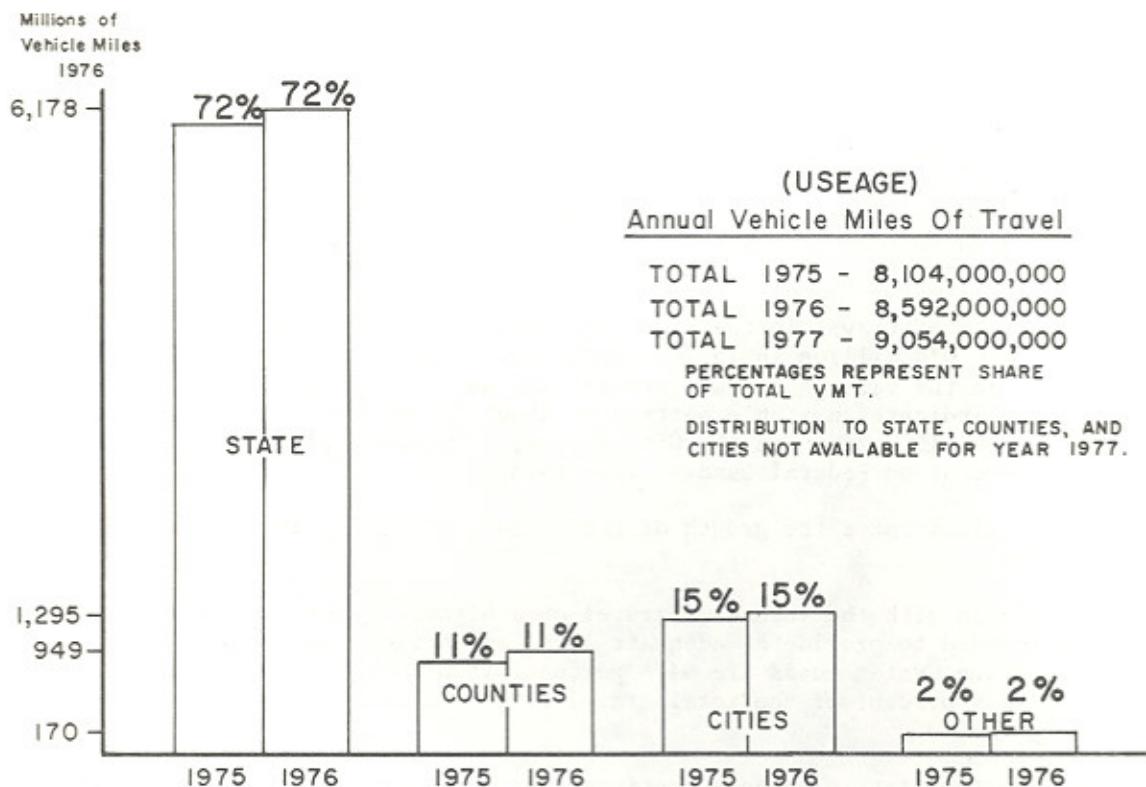
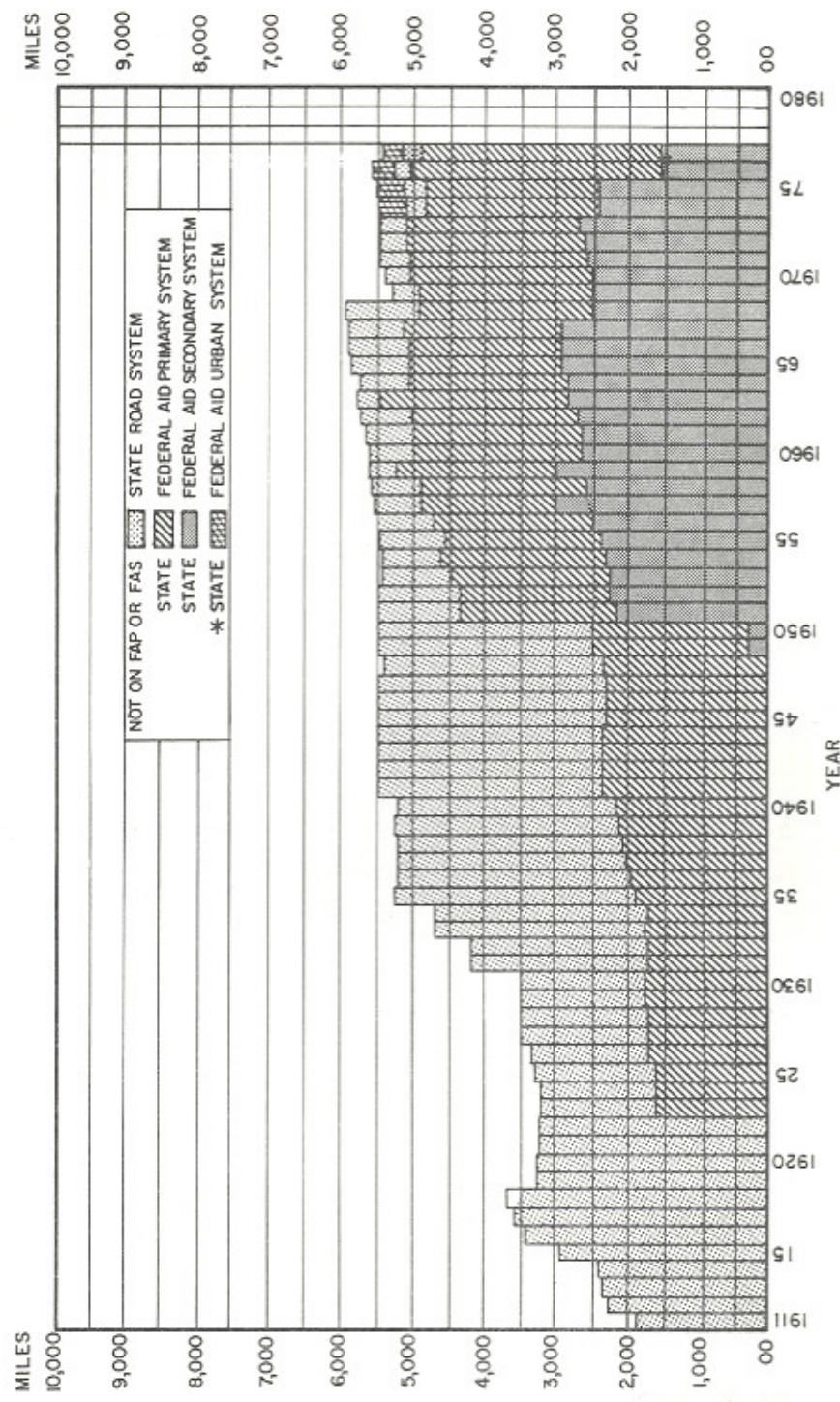


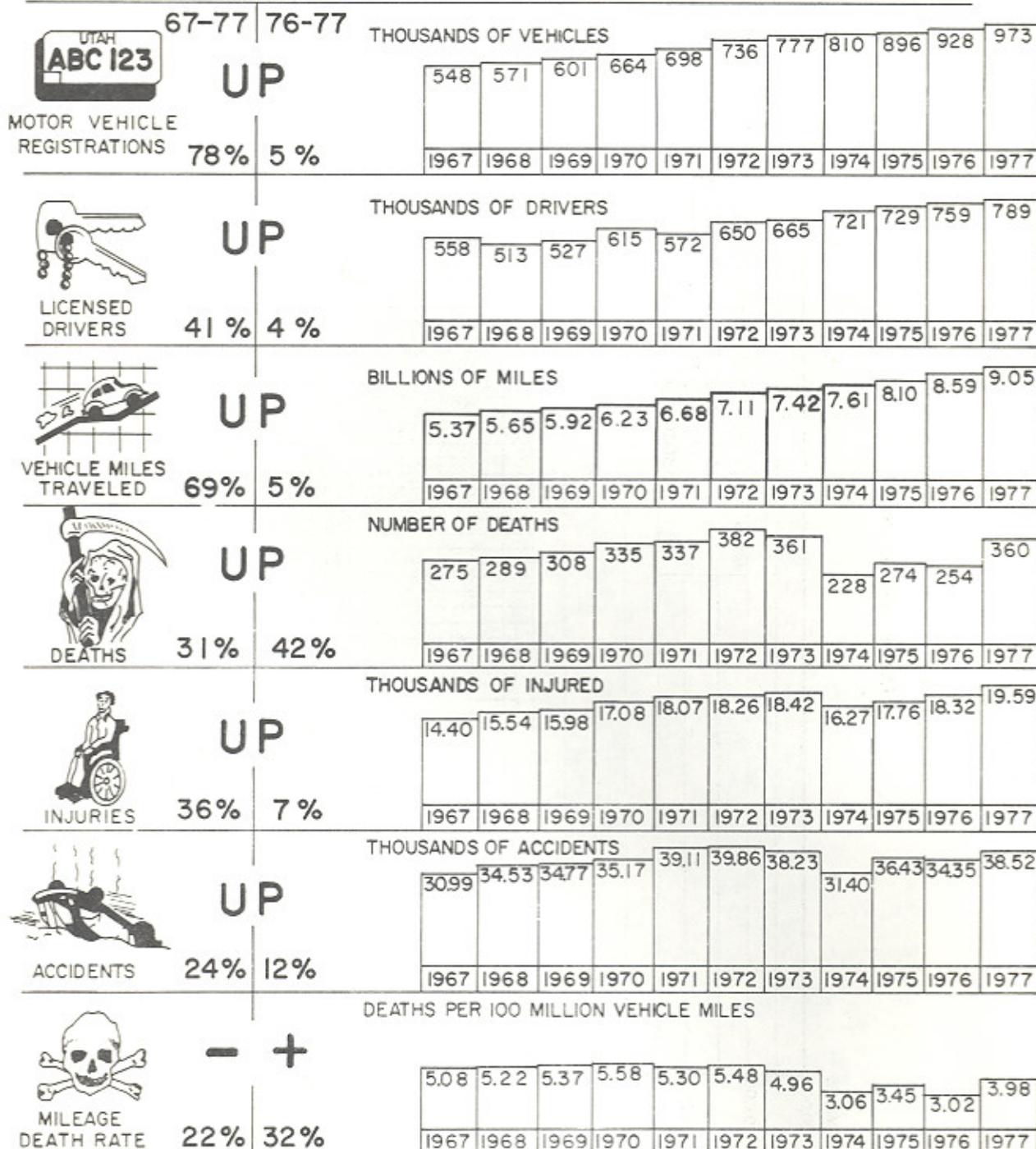
Figure II  
GROWTH OF THE STATE ROAD SYSTEM  
(AS OF DEC. 31, 1977)



\* THE 1973 FEDERAL HIGHWAY ACT CREATED A FOURTH SYSTEM ESTABLISHED IN EACH URBANIZED AREA. THIS SYSTEM IS REFERRED TO AS THE FEDERAL AID URBAN SYSTEM.

Figure III

## UTAH TRAFFIC TRENDS: 1967 - 1977

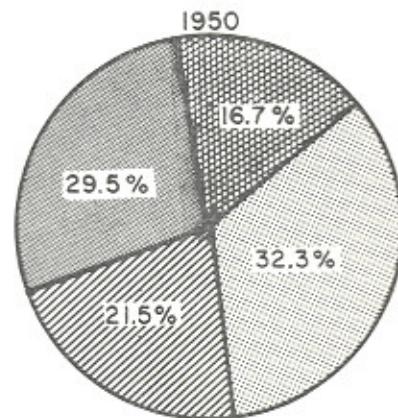


DATA SOURCE: The Utah Department of Transportation compiles and submits information annually to the Federal Highway Administration (FHWA) for publication in their annual report *Highway Statistics*. The current year's figures for registered vehicles and licensed drivers may be adjusted in future reports to coincide with future FHWA publications. To be consistent with 1977 figures, previous years VMT were adjusted to reflect travel in National Forest Areas, BLM, etc.

Figure IV  
TOTAL STATE, CITY AND COUNTY ROADS

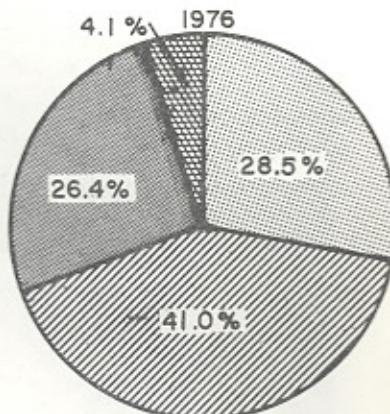
	1950	% of Total
Bituminous or Higher	5,264.2	21.5%
Gravel	7,916.9	32.3%
Graded & Drained	4,085.6	16.7 %
Primitive & Unimproved	<u>7,207.5</u>	29.5%
Total	<u>24,474.2</u>	

Does not include proposed mileage



	1976	% of Total
Bituminous or Higher	12,755.3	41.0%
Gravel	8,220.3	26.4%
Graded & Drained	1,293.9	4.1 %
Primitive & Unimproved	<u>8,881.8</u>	28.5%
Total	<u>31,151.3</u>	

Does not include proposed mileage



	1977	% of Total
Bituminous or Higher	13,080.3	41.4%
Gravel	7,933.2	25.1%
Graded & Drained	1,276.7	4.0%
Primitive & Unimproved	<u>9,315.1</u>	29.5%
Total	<u>31,605.3</u>	

Does not include proposed mileage

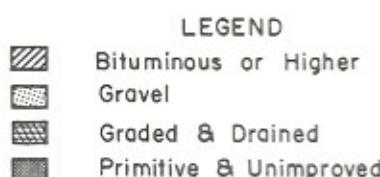
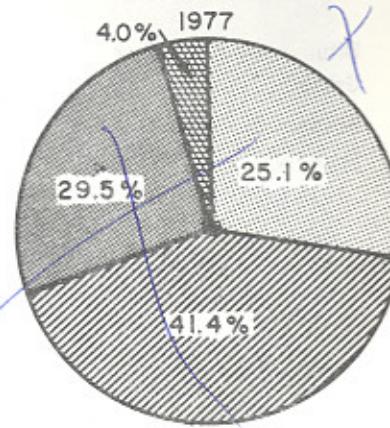
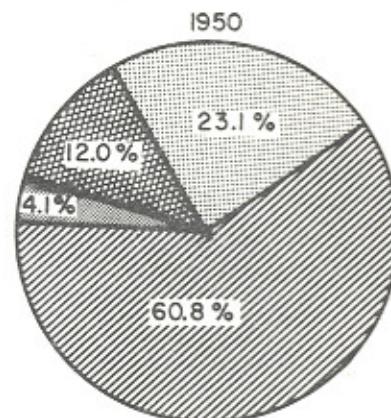


Figure IV  
STATE ROADS

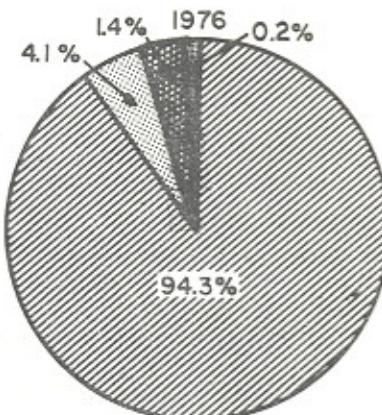
	1950	% of Total
Bituminous or Higher	3,314.4	60.8 %
Gravel	1,257.3	23.1 %
Graded & Drained	655.7	12.0 %
Primitive & Unimproved	222.0	4.1 %
Total	5,449.4	

Does not include proposed mileage



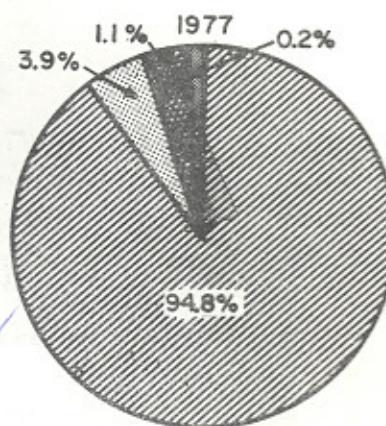
	1976	% of Total
Bituminous or Higher	5,245.7	94.3 %
Gravel	228.4	4.1 %
Graded & Drained	74.5	1.4 %
Primitive & Unimproved	13.2	0.2 %
Total	5,561.8	

Does not include proposed mileage



	1977	% of Total
Bituminous or Higher	5,258.5	94.8 %
Gravel	218.7	3.9 %
Graded & Drained	62.7	1.1 %
Primitive & Unimproved	10.9	0.2 %
Total	5,550.8	

Does not include proposed mileage

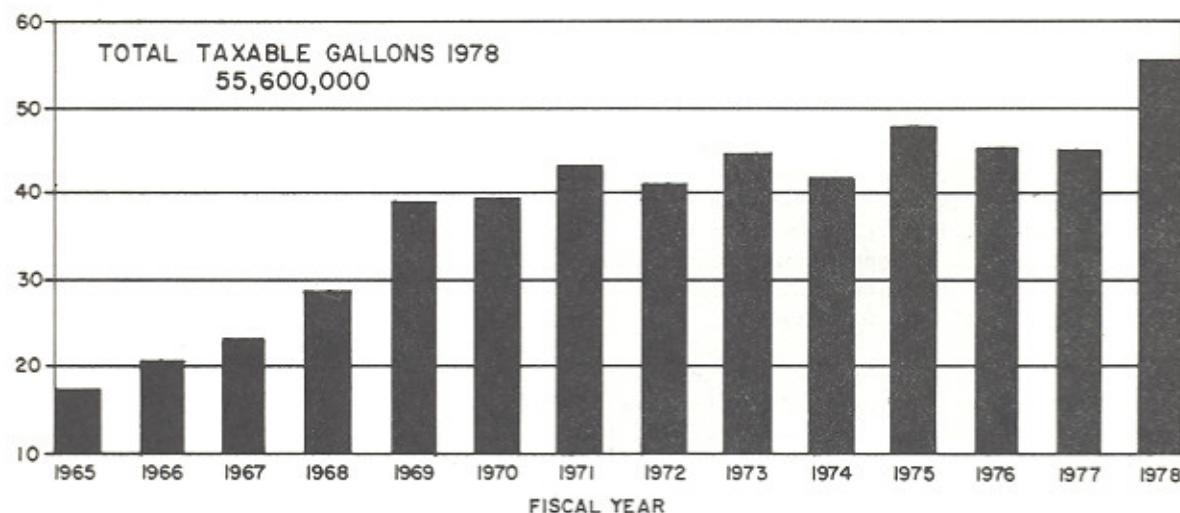


- LEGEND
- Bituminous or Higher
  - Gravel
  - Graded & Drained
  - Primitive & Unimproved

FIGURE VI

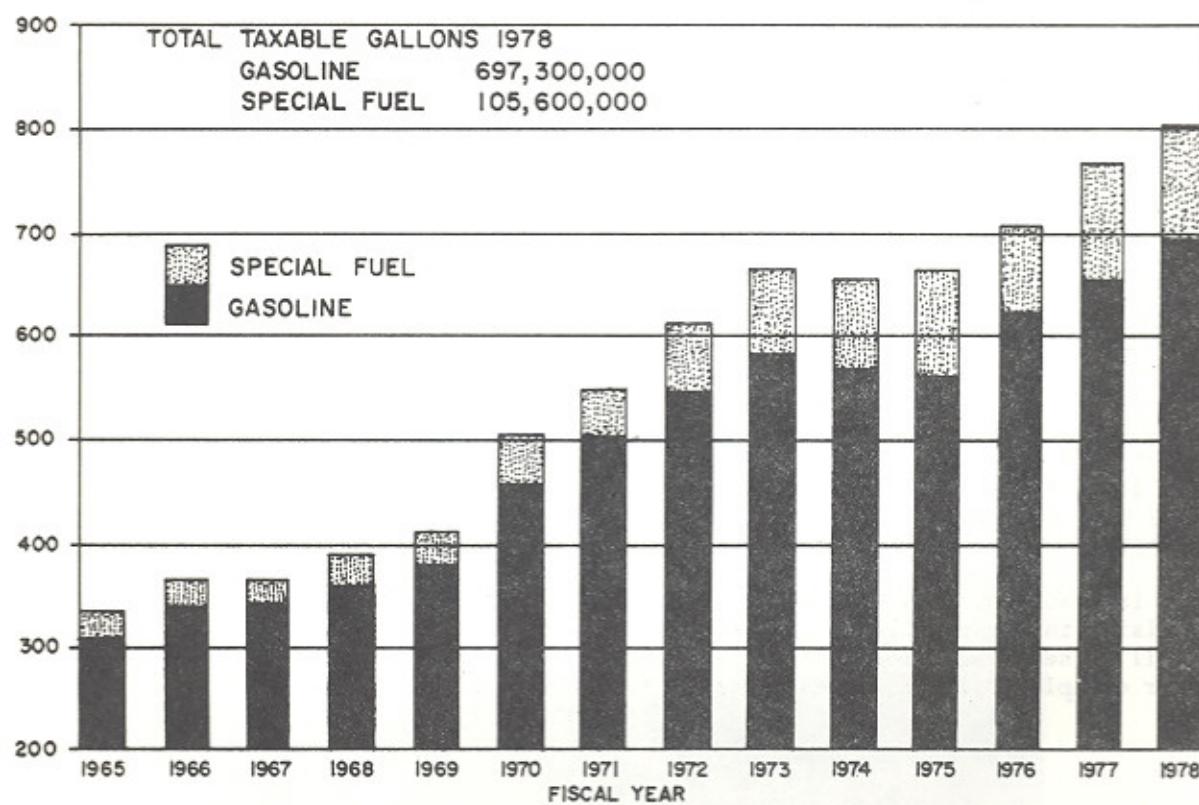
MILLIONS  
OF  
GALLONS

AVIATION FUEL CONSUMED IN UTAH



MILLIONS  
OF  
GALLONS

MOTOR FUEL CONSUMED IN UTAH



## TRANSPORTATION FINANCES

The continued growth of the State's economy generated substantial growth in taxes and fees collected by the State Tax Commission during fiscal year 1978. Considering all revenue collected by the Tax Commission, there was a 14.6 percent increase in fiscal year 1978 from the previous year. State highway user revenue accounted for 11 percent of all receipts collected and increased by 7.6 percent from the previous year.

The eleven sources of revenue comprising total State highway user receipts and their respective growth rates are shown on Table 1. Motor and special fuel tax comprised 77 percent of total highway user receipts and increased by 6.9 percent from the previous year. Vehicle registration fees increased by 6.2 percent. Proportional registration fees and highway user taxes which are paid by Interstate truckers in lieu of normal registration fees increased by a significant 23.6 percent.

At the 1978 Budget Session the legislature approved increasing the State gas tax from seven to nine cents effective July 1, 1978. The cities and counties receive 1/2 cent of the increase, adding to the 1 cent they were receiving. The remaining 1-1/2 cents of the 2 cent increase will provide approximately \$12 million during fiscal year 1979 for State highway purposes. Although no statutory provisions require the funds be spent for State highway rehabilitation, legislative and transportation leaders agree that the need for resurfacing State highways is the intended use for the extra revenue. The 1/2 cent increase for cities and counties will be allocated directly to the B & C Fund account and will generate an additional amount of about \$4.3 million in fiscal year 1979 for an increase of about 65 percent. Also, the legislature approved modification of the formula used to distribute B & C and Collector Road funds to cities and counties. Instead of the 1970 census, the most recent official federal census, revenue survey [sharing] estimate, or bureau of census estimate will be used as a distribution factor. This modification allowed several cities which grew to a population over the 2,500 limit since 1970 to receive Collector Road funds beginning with the July 1978 distribution.

Shown in Table 2 is the distribution of State highway user revenue in fiscal year 1978. A total amount of \$17,174,332 was appropriated to other State agencies. This represents an increase of 6.6 percent from the previous year appropriation of \$16,110,242. Fortunately the appropriation for fiscal year 1978 is more in line with the growth of total State highway user revenue of 7.6 percent. In the past the growth in appropriations have been more than double the growth of revenue creating a decline in the proportion of the user dollar available to the Department (UDOT). For example in fiscal year 1978 the Department received 66 cents of every highway user dollar, and in fiscal year 1978 the Department received 60 cents of every dollar. With the increase in gas tax revenue the Department will receive a bigger portion of the highway user dollar. It is hoped that the legislature will continue to keep appropriations to other agencies within the guideline of total highway user growth.

It is also hoped that in the near future, the legislature will pass a bill raising the Driver License fee to a point where the Drivers License Division will be self-sufficient and not subsidized by other highway user receipts. For example, Drivers License fees in fiscal year 1978 amounted to \$1,605,043,

whereas funds appropriated for the Drivers License Division for the same year amounted to \$2,542,500. Consequently, \$937,457 in other highway revenue subsidized the Drivers License Division. This disparity increases each year as inflation grows at a rate greater than revenue from Drivers License fees.

Aid to local agencies through Collector and B & C road funds totaled \$12,341,949. This represents a substantial 6.1 percent increase from the previous year total of \$11,635,870. The B & C Fund, which is supported by vehicle registration fees grew by 4.9 percent from \$5,861,919 to \$6,151,385. The Collector Road fund, which is supported by motor and special fuel tax increased by 7.2 percent from \$5,773,951 to \$6,190,564. Allocations to these funds accounted for 16.9 percent of the total highway user revenue which is a slight increase from last year's 16.8 percent.

Table 4 indicates the distribution of Aeronautic revenue. In fiscal year 1978, \$2,222,112 were collected from the four cents tax on aviation fuel and \$1,256 were collected from leases and annual license fees. Revenue from the four cents tax increased significantly from the previous year of \$1,777,533, for an increase of 25 percent. Three of the four cents collected is allocated back to the airport from which the tax is collected. The remaining one cent plus other aviation revenue is used by the Division of Aeronautics for administration, planning, and airport improvements. Also, with funds available to the Division, navigational aids are purchased such as non-directional beacons, and financial support is provided the Civil Air Patrol, and the Utah Air Travel Commission.

Expenditures by the Department during fiscal year 1978 totaled \$115.3 million. This is a 6 percent reduction from the last fiscal year expenditures of \$122.4 million. This decline primarily reflects the reduction in expenditures on outstanding federal construction projects. In fiscal year 1977 total construction expenditures were \$85.4 million. In 1978 expenditures amounted to \$60.2 million for a reduction of 29.5 percent. Fiscal year 1979 expenditures are expected to increase substantially with large balances on outstanding contracts at the beginning of the year, plus the awarding of new contracts during the year. Figure VII illustrates the Department's history of expenditures.

Federal-aid highway funds apportioned to Utah in fiscal year 1978 totaled \$68,897,478, which is a reudction of about \$15.5 million from the comparable previous year's apportionment. This large reudction in federal funds available to Utah was primarily due to more than \$13.4 million in transition quarter funds apportioned in fiscal year 1977. Transition quarter funds were a one-time special appropriation to fill in the quarter gap between the old and new federal year. The distribution of the fiscal year 1978 apportionment into the various federal highway programs are shown on Table 5

Funding for most programs remained about the same as the previous year with the exception of the Interstate program. Considering both construction and resurfacing the Interstate program was reduced by approximately \$1.2 million. Since Interstate apportionments are based on the estimated cost of completing the Interstate system, it is apparent that the Department's estimate for completion in fiscal year 1978 was lower than the previous year in relation to other states.

TABLE 1  
STATE HIGHWAY USER RECEIPTS  
 (Comparison Between Fiscal Years 1977 & 1978)

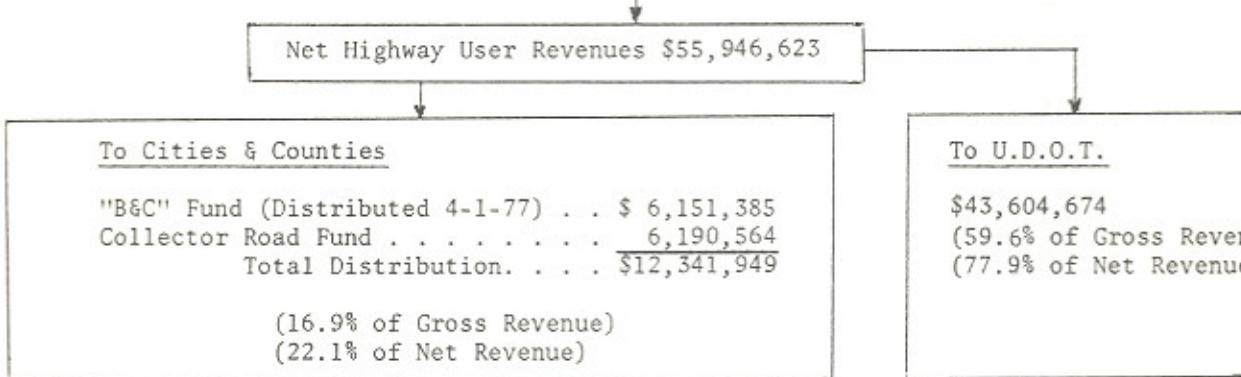
	FY '77	FY '78	% Change	% Change Previous Year
Motor Fuel Taxes. . . . .	\$45,694,373	\$48,808,152	6.8	5.0
Specail Fuel Taxes. . . . .	6,865,182	7,391,145	7.7	10.0
Vehicle Reg. Fees . . . . .	9,254,984*	9,831,086	6.2	3.8
Temporary Permit Fees . . . . .	837,406	760,885	(9.1)	1.1
Motor Vehicle Control Fees. .	459,447	501,273	9.1	8.8
Proportional Reg. Fees. . . . .	1,795,833	2,159,314	20.2	20.8
Highway Use Taxes . . . . .	835,755	1,093,352	30.8	32.6
Studded Tire Fees . . . . .	13,033*	6,787	(47.9)	(14.0)
Driver's License Fees . . . . .	1,547,368	1,605,043	3.7	(4.6)
Special Trans. Permits. . . . .	618,422	732,890	18.5	8.8
Safety Inspection Fees. . . . .	24,024	231,028	861.7	-
Totals	\$67,945,827	\$73,120,955	7.6	7.0
Interest Income. . . . .	<u>1,497,963</u>	<u>1,979,092</u>		
	\$69,443,790	\$75,100,047		

\*For comparison purposes these two sources of revenue reflect fiscal year 1977 receipts. Due to a change in accounting procedures in fiscal year 1977, vehicle registration fees and studded tire permits were collected over a 15 month period rather than the fiscal year. Actual receipts were \$10,570,285 and \$13,618 respectively, and total Highway User Revenue was \$69,261,712 (refer to the 1977 annual report).

Table 2  
Distribution of Highway User Revenue  
Fiscal Year 1978

<u>Highway User Revenue</u>	
Motor Fuel Taxes . . . . .	\$48,808,152
Special Fuel Taxes . . . . .	7,391,145
Highway Users Tax . . . . .	1,093,352
Special Transportation Permits . . . . .	732,890
Temporary Permits . . . . .	760,885
Studded Tire Permits . . . . .	6,787 -
Motor Vehicle Registration Fees . . . . .	9,831,086
Drivers License Fees . . . . .	1,605,043 -
Motor Vehicle Control Fees . . . . .	501,273 -
Proportional Registration Fees . . . . .	2,159,314 -
Safety Inspection Fees . . . . .	231,028 -
 TOTAL HWY. USER REVENUE	 \$73,120,955

<u>Highway User Revenue Transferred to other State Agencies</u>	
*Dept. of Public Safety, except Drivers License (Net) . . .	\$10,556,941
*Drivers License Administration . . . . .	2,542,500
*Tax Commission . . . . .	3,212,890
Travel Development . . . . .	118,701
General Government Overhead . . . . .	743,300
 TOTAL TO OTHER AGENCIES (23.5% of Gross Revenue)	 \$17,174,332



\*These transfers include \$399,441 transferred for salary adjustments.

TABLE 3  
DISTRIBUTION OF FUNDS TO LOCAL GOVERNMENTS  
FISCAL YEAR 1978

DISTRIBUTED TO CITIES & COUNTIES	
\$12,341,949	
<u>TO COUNTIES</u>	
"B" FUNDS. . . . .	\$3,734,253
COLLECTOR FUNDS. . . . .	<u>3,775,869</u>
TOTAL	\$7,510,122
(60.9%)	
  <u>TO CITIES AND TOWNS</u>	
"C" FUNDS. . . . .	\$2,417,132
COLLECTOR FUNDS. . . . .	<u>2,414,695</u>
TOTAL	\$4,831,827
(39.1%)	

TABLE 4

STATE OF UTAH  
Distribution of Aviation Revenue  
Fiscal Year 1978

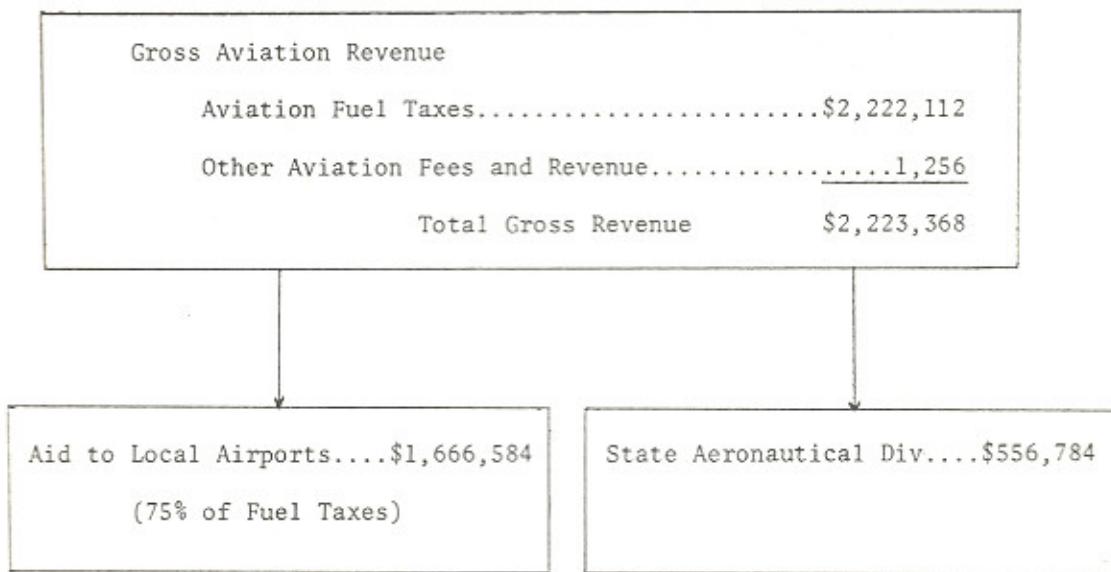


TABLE 5  
STATE OF UTAH  
APPORTIONMENT AND DISTRIBUTION OF FEDERAL-AND HIGHWAY FUNDS  
FISCAL YEAR 1978 APPORTIONMENT

**Available for Use on State Highways**

Interstate Highways.....	\$34,415,398
Interstate Resurfacing.....	2,927,886
Consolidated Primary Highways.....	10,580,255
Rural Secondary Highways.....	1,918,583
Safer Off System Roads.....	513,895
Bridge Replacement.....	575,391
Economic Growth Centers.....	<u>523,542</u>
SUB-TOTAL	
	\$51,454,950

**Available for Exclusive or Probable Use on City and County Roads**

Rural Secondary Highway.....	\$ 1,900,000
Safer Off Systems Roads.....	1,636,269
Pavement Marking Demonstration Program.....	<u>345,537</u>
SUB-TOTAL	
	\$ 3,881,806

**Available for State and City and County Roads (Federal-aid Programs)**

Urban System.....	\$ 4,154,991
Rail-Highway Crossings.....	946,275
High Hazard Locations & Roadside Obstacles.....	827,155
Off System Rail Crossings.....	567,764
Forest Highways.....	1,050,602
Highway Planning and Research.....	847,746
Metropolitan Planning.....	<u>166,189</u>
SUB-TOTAL	
	\$ 8,560,722

**TOTAL FEDERAL-AID\* - \$63,897,478**

\*Excluded are funds for special projects, such as roadside beautification, billboard and junkyard removal, advance R/W acquisition, and grants for special programs such as public lands roads.

Included are Bridge Replacement and Metropolitan Planning apportionments. This is a change from previous reports. Also Hwy. Planning and Research Funds have been separated from other apportionments.

UTAH STATE TRANSPORTATION COMMISSION EXPENDITURES

Figure VII

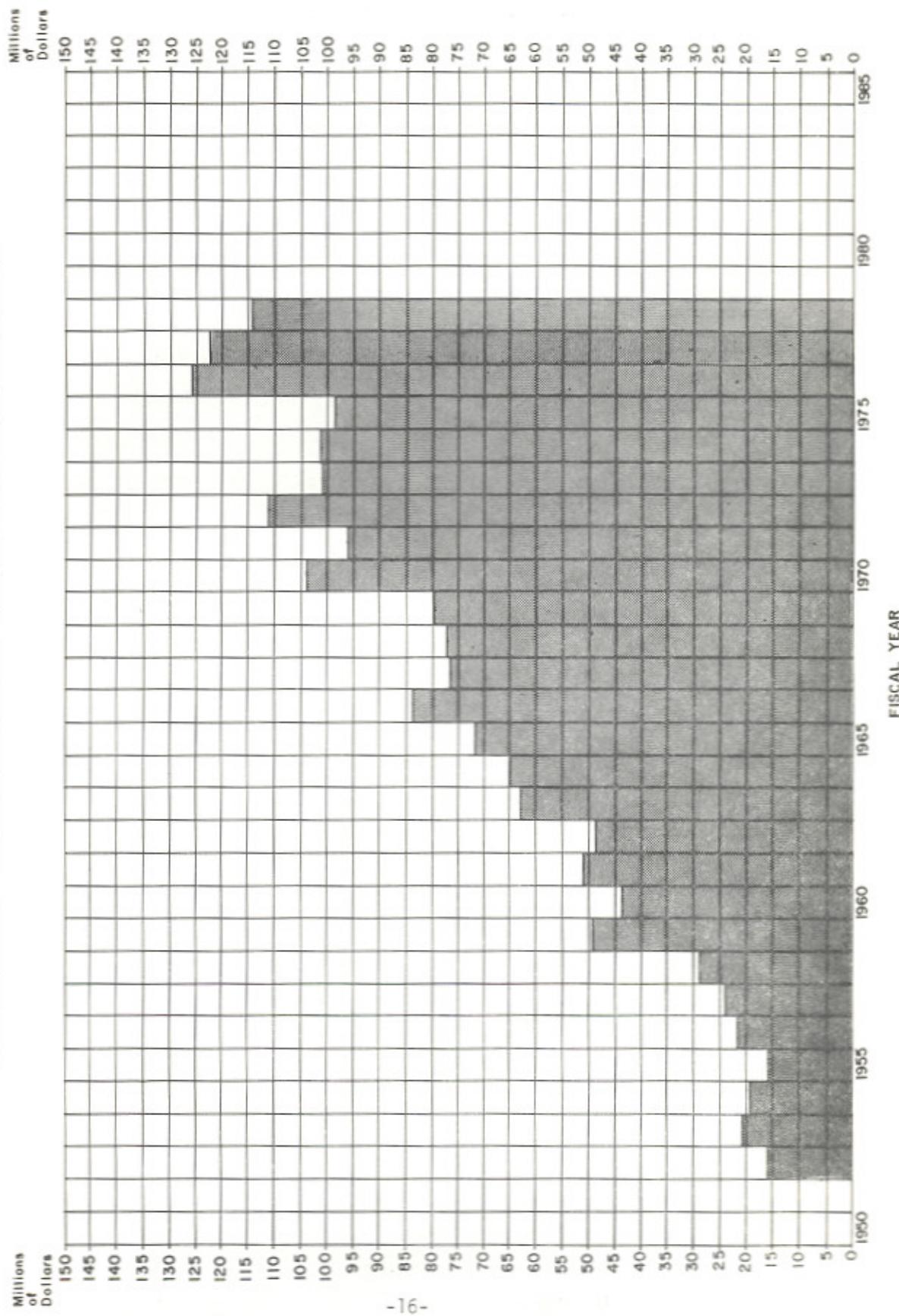


TABLE 6  
FEDERAL FUND OBLIGATION STATUS

<u>Apportioned Federal Trust Funds Unobligated as of June 30, 1978</u>	
Interstate 30% Gap	\$ 4,053,214.00
Interstate	11,913,367.38
Interstate Resurface	5,222,518.00
Priority Primary	83,688.54
Rural Primary	85,107.89
Consolidated Primary	5,550,362.34
Economic Growth	504,360.00
Rural Secondary	2,512,976.70
Regular Secondary	24,051.89
Urban Extension	303,953.86
Urban System Attributable	7,417,120.75
Urban System Non Attributable	639,991.57
Metropolitan Planning	166,170.34
HPR	565,202.00
Traffic Demonstration	228,000.00
Forest Highways	1,192,021.87
Bridge Replacement	262,228.00
Railroad Protective Devices	343,648.00
Railroad Crossings	634,690.00
High Hazard	40,069.05
High Hazard & Obstacles	855,430.48
Roadside Obstacles	20,049.56
Safer Roads	90,181.37
Pavement Marking	699,451.00
Topics	3,347.03
Transition Quarter	4,350,662.51
Safer Off Systems	2,749,386.98
Off System Railroad Protective Devices	532,710.00
Off System Railroad Crossing	<u>401,548.00</u>
	\$51,445,509.11

TABLE 7  
FEDERAL HIGHWAY TRUST FUNDS OBLIGATED  
BY FISCAL YEAR

FISCAL YEAR	MISCELLANEOUS See Table 7E	SAFETY See Table 7D	PRIMARY See Table 7B		SECONDARY See Table 7A		INTERSTATE See Table 7A	TOTAL
			URBAN See Table 7C	TOTAL	URBAN See Table 7C	TOTAL		
1978	\$ 8,048,597.30	\$ 4,214,603.41	\$ 3,465,957.58	\$ 11,502,155.99	\$ 3,344,556.40	\$ 36,848,164.29	\$ 67,414,034.97	
1977	6,823,959.57	1,284,011.60	1,774,074.82	7,860,040.36	3,445,108.63	31,008,329.25	52,195,524.23	
1976	399,430.75	1,373,175.83	3,228,442.82	7,909,782.19	2,242,984.00	39,383,480.50	54,947,296.09	
1975	9,262,758.04	2,280,700.72	4,677,290.50	14,272,484.39	4,588,137.90	67,173,644.37	102,255,015.92	
1974	1,318,082.00	458,139.00	5,647,637.21	3,425,283.50	3,900,820.48	31,357,047.26	46,107,009.45	
1973	917,736.54		3,582,867.41	3,348,170.10	3,044,444.73	42,131,162.17	53,024,400.95	
1972	3,743,909.43		2,478,511.12	8,021,287.10	2,795,554.49	58,471,697.52	75,510,959.66	
1971	987,016.47		749,339.13	6,108,470.95	1,900,226.58	53,070,287.63	62,815,340.76	
1970	1,091,420.51		3,813,726.04	1,622,265.85	4,920,129.92	49,161,935.69	60,609,526.01	
1969	874,065.58		218,790.33	7,416,192.04	3,100,752.27	47,846,790.78	59,456,591.00	
1968	775,765.42		1,629,711.64	4,982,280.46	4,010,233.25	41,782,590.87	53,180,081.64	
1967	763,701.54		829,305.15	1,779,693.94	1,987,607.46	39,572,528.16	44,932,836.25	
1966	830,975.20		1,465,851.07	4,381,794.37	2,586,565.93	32,970,546.36	42,235,732.93	
1965			1,574,796.08	5,183,574.35	3,115,409.93	32,410,302.41	42,284,082.77	
1964			1,038,393.68	5,663,064.99	2,702,129.32	65,179,847.20	74,583,435.19	
1963			1,692,232.94	5,745,699.16	3,323,635.09	46,309,249.06	57,070,816.25	
1962			993,785.58	5,682,549.00	4,165,405.21	16,569,396.36	27,411,136.15	
1961			272,002.93	4,657,875.07	2,962,868.58	19,585,063.60	27,477,810.18	
1960			529,881.87	2,276,415.20	3,919,481.38	17,773,827.36	24,299,605.81	
1959			953,561.96	5,787,004.74	3,486,262.19	29,395,839.39	39,622,668.28	
1958			1,949,899.49	5,373,877.20	2,582,992.53	17,606,695.00	27,503,460.22	
Prior to 1958			1,524,546.27	5,739,034.10	31,988,238.28	20,581,377.14	7,987,797,13(2)	67,820,992.92
TOTALS	\$37,361,964.62		\$10,000,630.56	\$48,094,613.45	\$154,988,195.23	\$68,716,683.41	\$623,596,270.36	\$1,162,758,357.63

Table 7A

## INTERSTATE &amp; SECONDARY PROGRAMS

FISCAL YEAR	REGULAR INTERSTATE	INTERSTATE 30% GAP	INTERSTATE RESURFACE		TOTAL INTERSTATE	RURAL SECONDARY	REGULAR SECONDARY		TOTAL SECONDARY
			INTRASTATE	INTRASTATE			\$	24,051.89 RET	
1978	\$ 30,072,929.29	\$ 6,511,335.00	\$263,900.00	\$ 36,848,164.29	\$ 3,358,608.29				\$ 3,334,556.40
1977	20,188,951.25	10,791,103.00	28,275.00	31,008,329.25	3,445,108.63				3,445,108.63
1976	39,383,480.50		39,383,480.50		2,262,984.00				2,262,984.00
1975	67,173,644.37		67,173,644.37		4,579,609.42		8,528.48		4,588,137.90
1974	31,357,047.26		31,357,047.26		3,909,348.96		8,528.48 RET		3,900,820.48
1973	42,131,162.17		42,131,162.17		349,602.68		2,694,842.05		3,044,444.73
1972	58,471,697.52		58,471,697.52		600,744.73		2,194,809.76		2,795,554.49
1971	53,070,287.63		53,070,287.63		43,764.59		1,856,461.99		1,900,226.58
1970	49,161,983.69		49,161,983.69		1,012,349.00		3,907,780.92		4,920,129.92
1969	47,846,790.78		47,846,790.78		3,100,752.27				3,100,752.27
1968	41,782,590.87		41,782,590.87		4,010,233.25				4,010,233.25
1967	39,572,528.16		39,572,528.16		1,987,607.46				1,987,607.46
1966	32,970,546.36		32,970,546.36		2,586,565.93				2,586,565.93
1965	32,410,302.41		32,410,302.41		3,115,409.93				3,115,409.93
1964	65,179,847.20		65,179,847.20		2,702,129.32				2,702,129.32
1963	46,309,249.06		46,309,249.06		3,323,635.09				3,323,635.09
1962	16,569,396.36		16,569,396.36		4,165,405.21				4,165,405.21
1961	19,585,063.60		19,585,063.60		2,962,868.58				2,962,868.58
1960	17,773,827.36		17,773,827.36		3,919,481.38				3,919,481.38
1959	29,395,839.39		29,395,839.39		3,486,262.19				3,486,262.19
1958	17,606,695.00		17,606,695.00		2,582,992.53				2,582,992.53
Prior to 1958	7,987,797.13(2)				7,987,797.13(2)				20,581,377.14
TOTALS	\$806,001,657.36	\$17,302,438.00	\$292,175.00	\$823,596,270.36	\$19,562,120.30				\$88,716,683.41

(2) Includes 1952 &amp; 1954 Interstate Acts

Table 7B  
PRIMARY PROGRAMS

FISCAL YEAR	CONSOLIDATED PRIMARY	PRIORITY PRIMARY	ECONOMIC GROWTH		RURAL PRIMARY		REGULAR PRIMARY	TOTAL PRIMARY
					\$			
1978	\$10,939,020.48	\$ 32,045,54RET	\$ 418,658.00	\$ 176,523.05	\$			\$ 11,502,155.99
1977	4,913,830.18	122,904.96	137,141.00	2,686,164.22				7,860,040.36
1976		520,329.00	1,444,817.13	5,944,636.06				7,909,782.19
1975		4,361,182.04	441,176.07	9,456,221.27	13,905.01		14,272,484.39	
1974			128,250.00	3,310,371.51	13,338.01RET		3,425,283.50	
1973					3,348,170.10		3,348,170.10	
1972		509,566.80		1,543,074.55	5,968,645.75		8,021,287.10	
1971				792,405.45	5,316,065.50		6,108,470.95	
1970				781,315.00	840,950.85		1,622,265.85	
1969					7,416,192.04		7,416,192.04	
1968					4,982,280.46		4,982,280.46	
1967					1,779,693.94		1,779,693.94	
1966					4,381,794.37		4,381,794.37	
1965					5,183,574.35		5,183,574.35	
1964					5,663,064.99		5,663,064.99	
1963					5,745,699.16		5,745,699.16	
1962					5,682,459.00		5,682,459.00	
1961					4,657,875.07		4,657,875.07	
1960					2,276,415.20		2,276,415.20	
1959					5,787,004.74		5,787,004.74	
1958					5,373,873.20		5,373,873.20	
Prior to 1958								31,988,238.28
TOTALS	\$15,852,850.66	\$4,972,370.46	\$3,079,609.00	\$24,690,711.11	\$106,392,654.00			\$154,988,195.23

Table 7C  
URBAN PROGRAMS

FISCAL YEAR	URBAN EXTENSION	URBAN SYSTEM ATTRIBUTABLE	URBAN SYSTEM NON ATTRIBUTABLE	METROPOLITAN PLANNING	TOPICS		TOTAL URBAN
					\$	\$	
1978	\$ 108,324.36 RET	\$1,289,012.00	\$2,177,986.97	\$110,630.00	\$ 3,347.03 RET	\$ 3,465,957.58	
1977	145,092.64 RET	219,357.00	1,546,040.46	153,770.00			1,774,074.82
1976	1,938,721.95	56,812.21	1,242,048.00	9,159.34 RET			3,228,442.82
1975	267,392.46	3,236,966.04	818,708.21	309,345.00	44,878.79	4,677,290.50	
1974	2,657,379.54		2,832,010.79	136,021.00	22,225.88		5,647,637.21
1973	2,543,273.54		227,871.00		811,742.87	3,582,887.41	
1972	695,475.03		45,616.00		1,737,420.09	2,478,511.12	
1971	433,789.36			315,549.77		749,339.13	
1970	3,609,184.44				204,541.60	3,813,726.04	
1969	218,790.33					218,790.33	
1968	1,629,211.64					1,629,211.64	
1967	829,305.15					829,305.15	
1966	1,465,851.07					1,465,851.07	
1965	1,574,796.08					1,574,796.08	
1964	1,038,393.68					1,038,393.68	
1963	1,692,232.94					1,692,232.94	
1962	993,785.58					993,785.58	
1961	272,002.93					272,002.93	
1960	329,881.87					329,881.87	
1959	953,561.96					953,561.96	
1958	1,939,899.49					1,939,899.49	
Prior to							
1958	5,739,034.10						5,739,034.10
TOTALS	\$30,568,546.14		\$4,802,147.25	\$8,890,281.43	\$700,626.66	\$3,133,011.97	\$48,094,613.45

TABLE 7D

## SAFETY PROGRAMS

FISCAL YEAR	PROTECTIVE DEVICES	RAILROAD CROSSINGS		HIGH HAZARD HAZARD		HIGH HAZARD OBSTACLES		SAFER ROADS		PAVEMENT MARKING		TOTAL SAFETY
		ROADSIDE OBSTACLES	HIGH HAZARD	OBSTACLES	HIGH HAZARD	OBSTACLES	HIGH HAZARD	OBSTACLES	SAFER ROADS	PAVEMENT MARKING		
1978	\$ 549,900.00	\$220,335.00	\$ 40,069.05 RET	\$ 115,051.84	\$552,195.60	\$ 177,555.00	\$ 697,240.00	\$ 697,240.00	\$ 697,240.00	\$ 697,240.00	\$4,214,603.41	
1977	133,141.00	143,935.00	90,899.08	96,335.60	247,869.92	419,335.00	152,496.00	152,496.00	152,496.00	152,496.00	1,284,011.60	
1976	298,928.00	292,838.00	37,032.83	423,476.00	662,858.00	48,043.00	1,763,175.83	1,763,175.83	1,763,175.83	1,763,175.83		
1975	229,051.00	306,066.00	820,172.09	478,963.00	295,815.63	150,633.00	2,280,700.72	2,280,700.72	2,280,700.72	2,280,700.72		
1974	<u>45,000.00</u>	<u>1,800.00</u>	<u>379,839.00</u>	<u>28,800.00</u>	<u>2,700.00</u>	<u>2,700.00</u>	<u>45.8,139.00</u>	<u>45.8,139.00</u>	<u>45.8,139.00</u>	<u>45.8,139.00</u>	<u>45.8,139.00</u>	
TOTALS	\$1,256,020.00	\$964,974.00	\$1,287,873.95	\$1,142,626.44	\$800,065.52	\$1,558,263.63	\$1,048,412.00	\$1,048,412.00	\$1,048,412.00	\$1,048,412.00	\$10,000,630.56	

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FISCAL YEAR	OFF SYSTEM RAILROAD CROSSING	OFF SYSTEM RAILROAD DEVICES		SAFER OFF SYSTEM		\$1,582,469.02
		DEVICES	SYSTEM	DEVICES	SYSTEM	
1978	\$ 245,543.00	\$114,383.00	\$114,383.00	\$114,383.00	\$114,383.00	\$1,582,469.02
TOTALS	\$ 245,543.00	\$114,383.00	\$114,383.00	\$114,383.00	\$114,383.00	\$1,582,469.02

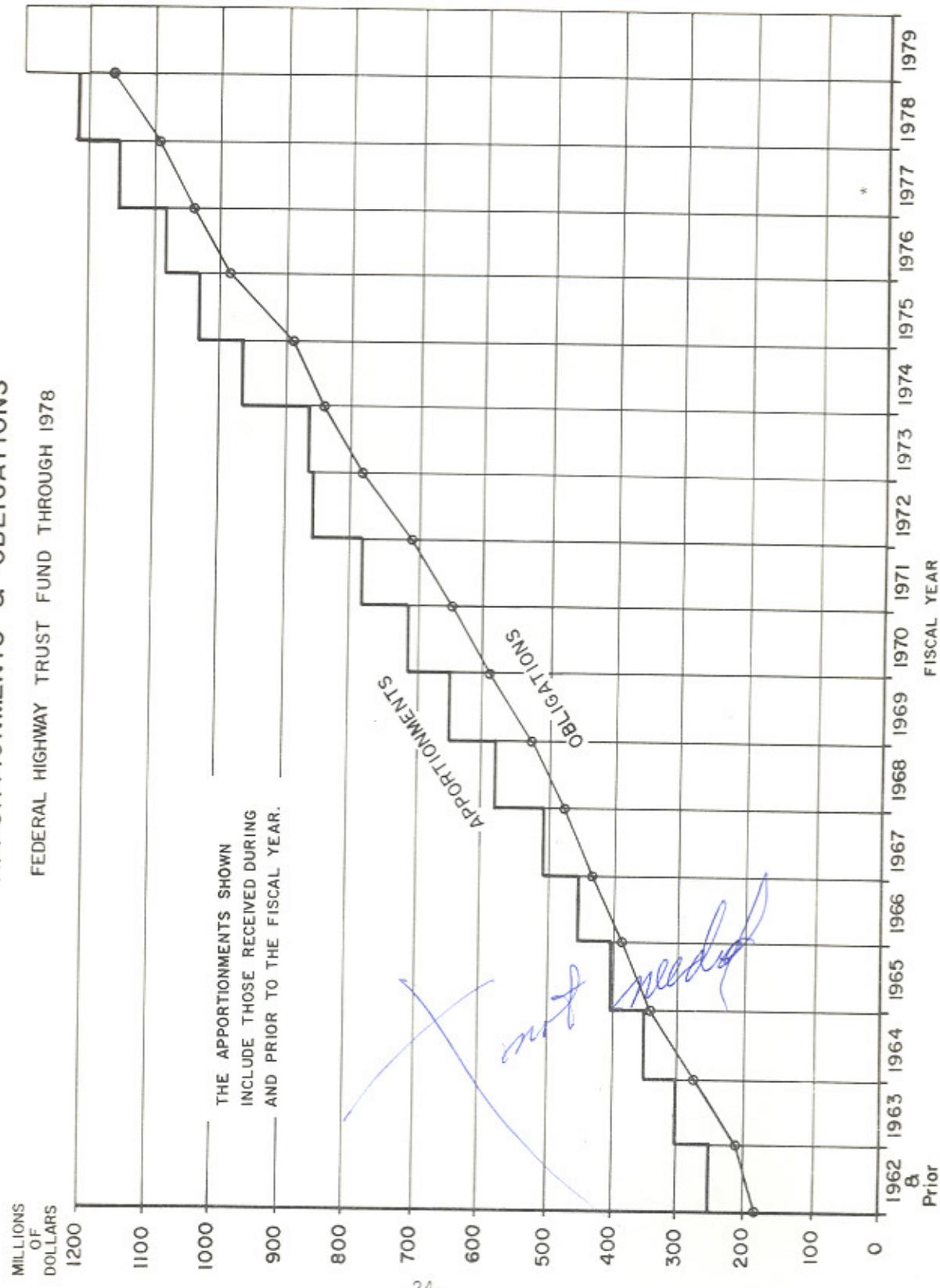
Table 7E  
MISCELLANEOUS PROGRAMS

FISCAL YEAR	TRANSITION QUARTER	BRIDGE REPLACEMENT	OFF SYSTEM	TRAFFIC DEMONSTRATION	HPR	FOREST HIGHWAYS		TOTAL MISCELLANEOUS
1978	\$6,765,287.00	\$ 360,968.25	\$ 3,307.20	\$10,000.00	\$ 869,104.00	\$ 39,930.85		\$ 8,048,597.30
1977	2,329,467.49		775,475.80		849,124.00	2,869,892.28		6,823,559.57
1976		1,640,227.25	RET	2,014,658.00		25,000.00		399,430.75
1975		4,877,537.04			1,615,221.00	2,770,000.00		9,262,758.04
1974		21,667.00			698,030.00	598,385.00		1,318,082.00
1973					917,736.54			917,736.54
1972		2,594,381.96			1,149,527.47			3,743,909.43
1971					987,016.47			987,016.47
1970					1,091,420.51			1,091,420.51
1969					874,065.58			874,065.58
1968					775,765.42			775,765.42
1967					763,701.54			763,701.54
1966					830,975.20			830,975.20
Prior to								
1966						1,524,546.27		1,524,546.27
TOTALS	\$9,094,754.49	\$6,214,327.00	\$2,793,441.00	\$10,000.00	\$12,946,234.00			\$37,361,964.62

Figure VIII

### APPORTIONMENTS & OBLIGATIONS

FEDERAL HIGHWAY TRUST FUND THROUGH 1978



\* Includes the Transition Quarter Apportionment

## STATUS OF COUNTY FEDERAL AID SECONDARY FUNDS INCLUDING PROGRAMMING OF 1979 FISCAL YEAR F.A.S. FUNDS

August 24, 1978

Co. No.	County	Allocations Through FY 1978	Percent of Total Allocation*	FAS Funds Available FY 1979*	Allocation Through FY 1979	Approved FAS Program	Balance	
							Credit	Debit
1 Beaver		336,713	2.14	40,660	377,373	311,288	66,085	
2 Box Elder		817,332	4.70	89,300	906,632	1,061,363		154,731
3 Cache		619,472	3.39	64,410	683,882	1,096,165		412,283
4 Carbon		320,432	1.59	30,210	350,642	380,082		29,440
5 Daggett		60,719	0.37	7,030	67,749	60,000		
6 Davis		738,753	5.28	100,320	839,073	769,996		69,077
7 Duchesne		496,964	2.54	48,260	545,224	1,006,324		461,100
8 Emery		456,494	2.49	47,310	503,804	592,720		88,916
9 Garfield		361,147	2.43	42,560	403,307	674,925		271,218
10 Grand		352,656	2.14	40,660	393,316	410,147		16,831
11 Iron		469,217	2.60	49,400	518,617	410,107		108,510
12 Juab		438,183	2.71	51,490	489,673	475,329		14,344
13 Kane		256,196	1.66	31,540	287,736	268,132		19,604
14 Millard		961,239	5.00	95,000	1,056,239	1,346,796		290,557
15 Morgan		89,403	0.43	8,170	97,573	126,586		29,013
16 Piute		94,088	0.60	11,400	105,488	86,813		18,675
17 Rich		172,230	0.74	14,060	186,290	311,312		125,022
18 Salt Lake		4,570,538	22.74	432,060	5,002,598	5,287,351		284,753
19 San Juan		933,403	5.27	100,130	1,033,533	1,176,510		142,977
20 Sanpete		371,074	1.96	37,240	408,314	528,228		119,914
21 Sevier		399,205	2.01	38,190	437,395	503,000		65,605
22 Summit		151,630	0.96	18,240	169,870	345,000		175,130
23 Tooele		643,335	4.01	76,190	719,525	615,861		
24 Uintah		608,767	2.96	56,240	665,007	774,220		103,664
25 Utah		1,561,074	8.89	168,910	1,729,984	1,256,549		473,435
26 Wasatch		276,832	0.78	14,820	291,652	228,269		
27 Washington		364,683	2.32	44,080	408,763	376,718		32,045
28 Wayne		245,918	1.34	25,460	271,378	224,738		46,640
29 Weber		1,384,071	6.14	116,660	1,500,731	1,509,460		8,729
		18,551,768	100.00	1,900,000 *	20,451,768	22,213,989	1,023,211	2,785,432

\* Estimated

\*\* Three factor formula - updated

Amount Overprogrammed = \$1,762,221

Wasatch Front and Mountainlands

Urban System Projects

Balance of Federal Apportionment June 30, 1978

Wasatch Front

	<u>Attributable</u>	<u>Non-Attributable</u>
Apportionment to 6/30/78	\$12,219,268	\$6,369,820
Obligations to 6/30/78	<u>7,870,313</u>	<u>6,270,125</u>
Balance of Funds Available	\$ 4,348,955	\$ 99,695

Mountainlands

Apportionment to 6/30/78	\$ 3,076,468
Obligations to 7/30/78	<u>2,547,054</u>
Balance of Funds Available	\$ 529,414

## STATUS OF COLLECTOR ROAD FUNDS FOR COUNTIES FROM JULY 1, 1970 to JUNE 30, 1978

	Total Allocation (8 years)	Programmed	% Programmed	Ranking
Beaver	314,588.77	244,454.19	78	24
Box Elder	1,129,632.64	1,031,399.07	91	14
Cache	832,751.79	832,751.79	100	1
Carbon	705,726.12	705,726.12	100	2
Daggett	233,356.25	233,356.25	100	3
Davis	884,854.81	475,603.69	54	29
Duchesne	923,995.03	851,251.41	92	13
Emery	728,911.57	666,224.03	91	15
Garfield	934,299.52	821,533.15	88	18
Grand	449,814.52	449,814.52	100	4
Iron	771,230.97	696,764.06	90	17
Juab	1,359,820.80	1,359,820.80	100	5
Kane	482,684.91	370,202.02	77	25
Millard	1,035,062.72	1,035,062.72	100	6
Morgan	342,051.06	285,839.42	84	20
Piute	79,303.23	64,821.73	82	21
Rich	371,373.56	371,373.56	100	7
Salt Lake	5,679,211.97	5,679,211.97	100	8
San Juan	1,534,610.24	1,306,685.71	80	23
Sanpete	804,342.58	804,342.58	100	9
Sevier	290,583.65	290,583.65	100	10
Summit	695,410.06	694,410.06	100	11
Tooele	1,454,872.79	1,011,472.41	70	27
Uintah	647,792.30	472,525.06	73	26
Utah	822,179.47	698,090.22	85	19
Wasatch	323,002.13	184,514.41	57	28
Washington	743,906.99	674,209.91	91	16
Wayne	407,757.38	393,719.80	97	12
Weber	841,978.91	678,903.03	81	22
County Totals	24,825,106.74	23,385,667.33	94	

UTAH DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING AND PROGRAMMING

STATE COLLECTOR ROAD FUND  
\$6,382,024.29 REVENUE JULY 1, 1978  
191,460.73 LESS 3 PERCENT FOR ADMINISTRATION

\$6,190,563.66 NET FOR DISTRIBUTION

COUNTY OR CITY	COLLECTOR MILEAGE	POPULA-TION	NEEDS (\$1000)	LAND AREA SQ. MILES	TOTAL ALLOCATION
BEAVER COUNTY	31.3	4,130	1,998	2,552.06	\$49,108.43
BOX ELDER COUNTY	102.7	12,425	8,735	5,602.75	\$160,207.04
BRIGHAM CITY	11.0	14,388	2,342	11.91	\$56,749.50
TREMONTON CITY	2.2	3,039	120	1.94	\$8,122.03
CACHE COUNTY	68.8	17,257	7,201	1,158.56	\$121,917.41
HYRUM CITY	2.0	3,526		3.46	\$7,998.23
LOGAN CITY	15.4	23,698	1,377	6.44	\$67,815.97
SMITHFIELD CITY	2.5	4,547	333	3.47	\$13,737.58
CARBON COUNTY	74.8	11,295	8,165	1,485.76	\$120,829.08
PRICE CITY	3.5	7,979	386	2.94	\$22,039.31
DAGGETT COUNTY	42.3	797	5,395	730.19	\$62,874.58
DAVIS COUNTY	28.2	17,509	6,028	212.01	\$103,286.16
BOUNTIFUL CITY	12.3	31,134	1,596	6.96	\$86,888.83
CENTERVILLE CIT	4.5	5,636	1,223	2.76	\$25,363.86
CLEARFIELD CITY	5.4	13,406	316	6.15	\$22,612.59
CLINTON CITY	1.5	3,984		5.44	\$9,048.64
FARMINGTON CITY	1.9	3,481	216	2.12	\$10,111.80
KAYSVILLE CITY	4.6	7,774	813	3.58	\$25,979.88
LAYTON CITY	13.5	17,750	1,478	12.50	\$55,453.80
NORTH SALT LAKE	3.3	3,202	555	7.10	\$13,011.05
SUNSET CITY	3.0	6,297	209	1.49	\$16,401.86
SYRACUSE CITY	3.3	3,109	132	6.44	\$8,437.76
WOODS CROSS CIT	2.5	3,837	264	2.45	\$11,413.72
DUCHESNE COUNTY	89.7	8,828	7,083	3,238.17	\$117,277.87
ROOSEVELT CITY	4.7	3,747	13	2.35	\$8,623.50
EMERY COUNTY	64.8	7,879	7,586	4,373.17	\$128,847.11
GARFIELD COUNTY	86.5	3,291	7,477	5,219.91	\$123,716.32
GRAND COUNTY	16.1	2,013	2,489	3,690.33	\$57,937.80
MOAB CITY	3.6	4,660	1,254	2.85	\$23,477.22
IRON COUNTY	123.8	4,334	6,550	3,280.50	\$101,943.90
CEDAR CITY	5.8	10,711	1,214	4.51	\$36,758.78
JUAB COUNTY	224.7	2,084	14,891	3,456.79	\$184,117.02
NEPHI CITY	3.3	2,876	796	2.00	\$14,718.59
KANE COUNTY	57.2	3,450	3,644	4,099.78	\$76,164.62
MILLARD COUNTY	128.3	8,126	7,437	6,645.74	\$144,955.07
MORGAN COUNTY	26.5	4,543	3,294	614.47	\$48,828.23
PIUTE COUNTY	8.6	1,261	477	770.97	\$13,561.46
RICH COUNTY	50.8	1,656	3,672	1,000.17	\$49,094.80
SALT LAKE COUNTY	113.3	259,981	27,275	622.15	\$873,495.86
MIDVALE CITY	6.7	8,508	289	2.59	\$22,233.28
MURRAY CITY	17.1	27,219	1,734	8.49	\$79,470.37
RIVERTON CITY	7.4	4,190	614	8.04	\$15,859.82
SALT LAKE CITY	105.2	168,667	20,976	73.38	\$598,014.24
SANDY CITY	7.0	27,183	678	15.19	\$68,559.66
SO. JORDAN CITY	5.9	4,252	84	13.91	\$10,583.69

UTAH DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING AND PROGRAMMING

STATE COLLECTOR ROAD FUND  
\$6,382,024.39 REVENUE JULY 1, 1978  
191,460.73 LESS 3 PERCENT FOR ADMINISTRATION

\$6,190,563.66 NET FOR DISTRIBUTION

COUNTY OR CITY	COLLECTOR MILEAGE	POPULA-TION	NEEDS (\$1000)	LAND AREA SQ. MILES	TOTAL ALLOCATION
SO. SALT LAKE	5.6	9,168	292	2.86	\$23,758.57
WEST JORDAN CIT	8.4	16,038	794	13.12	\$44,540.59
SAN JUAN COUNTY	145.5	9,342	17,072	7,900.41	\$256,403.47
BLANDING	2.8	2,873		0.88	\$6,502.42
SANPETE COUNTY	76.5	12,365	5,154	1,593.21	\$93,034.61
SEVIER COUNTY	28.9	7,241	1,410	1,953.61	\$45,585.35
RICHFIELD CITY	3.2	5,146	773	2.65	\$19,618.93
SUMMIT COUNTY	69.3	4,128	6,853	1,856.91	\$93,897.68
PARK CITY	3.2	2,663		6.24	\$6,067.90
TOOELE COUNTY	178.4	6,088	12,782	6,867.32	\$197,081.04
GRANTSVILLE CIT	3.8	3,610	942	15.67	\$17,985.11
TOOELE CITY	7.7	13,108	514	9.00	\$35,000.19
UINTAH COUNTY	52.8	11,047	4,025	4,528.37	\$100,488.66
VERNAL CITY	3.5	6,669	328	3.23	\$18,482.05
UTAH COUNTY	46.0	21,906	4,302	1,925.52	\$108,326.92
AMER. FORK CITY	5.6	10,860	953	3.43	\$34,398.53
LEHI CITY	3.4	5,920	377	2.98	\$17,291.53
MAPLETON	2.4	2,789	336	10.29	\$9,844.95
DREM CITY	21.2	40,131	3,364	15.48	\$125,510.12
PAYSON CITY	5.7	7,031	653	2.75	\$22,645.30
PLEASANT GROVE	4.8	7,351	642	3.84	\$23,263.69
PROVO CITY	30.3	55,732	6,210	18.38	\$190,127.05
SPAN. FORK CITY	2.4	8,483	177	2.19	\$21,019.93
SPRINGVILLE CTY	8.1	10,488	1,037	3.43	\$34,422.88
WASATCH COUNTY	32.6	3,307	3,642	1,157.72	\$53,703.03
HEBER CITY	1.2	3,655	341	1.56	\$11,788.84
WASHINGTON COUNTY	67.8	9,799	7,262	2,414.55	\$115,125.70
ST. GEORGE CITY	8.4	9,051	531	19.09	\$26,078.39
WAYNE COUNTY	26.8	1,742	3,349	2,487.51	\$57,142.92
WEBER COUNTY	61.8	18,004	7,027	507.16	\$116,916.63
NO. OGDEN CITY	9.4	6,832	2,186	4.41	\$38,001.93
OGDEN CITY	36.7	69,042	7,037	25.57	\$228,795.09
RIVERDALE CITY	1.1	5,090	361	4.49	\$15,261.42
ROY CITY	7.3	17,224	913	4.60	\$48,384.09
SO. OGDEN CITY	1.9	10,351	236	2.28	\$25,851.99
WASH. TER. CITY	3.0	8,167	106	1.35	\$19,567.64
*****					
TOTAL		2,576.0	270,390		\$6,190,563.66
		1,232,100	82,346.00		

Note: Population figures are from the U.S. Bureau of Census  
Preliminary Estimate, as of June 30, 1976.

SUMMARY

Counties. . . . .	\$3,775,868.77
Cities. . . . .	2,414,694.89
Total	\$6,190,563.66

UTAH DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING DIVISION  
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CLASS B AND CLASS C ROAD FUNDS  
COMPILED BY RECORDS UNIT  
**\$6,151,385.00 ALLOCATED APRIL 1, 1978**

COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
BEAVER	595	894.9	2,549.56	119,371.79
BEAVER	1,453	20.0	1.09	6,012.59
MILFORD	1,304	13.2	0.99	4,871.95
MINERSVILLE	448	7.1	0.42	1,957.51
SUB TOTAL	3,800	935.2	2,552.06	132,213.84
BOX ELDER	4,704	1,373.0	5,466.59	204,668.78
BEAR RIVER	445	8.1	1.84	2,070.65
BRIGHAM CITY	14,007	66.1	11.91	43,988.01
CORINNE	471	10.9	4.39	2,466.67
DEWEYVILLE	248	1.2	6.58	829.68
ELWOOD	294	17.2	3.19	2,690.51
FIELDING	254	5.0	0.43	1,218.83
GARLAND	1,187	6.2	0.68	3,791.28
HONEYVILLE	640	16.0	11.30	3,522.82
HOWELL	146	34.2	35.00	4,417.69
MANTUA	413	10.3	3.25	2,240.36
PERRY	909	12.8	5.88	3,832.10
PLYMCUTH	203	4.2	0.52	997.92
PORTAGE	144	8.6	2.27	1,342.45
SNOWVILLE	174	5.1	1.50	1,028.80
TREMONTON	2,794	14.7	1.94	8,938.31
WILLARD	1,045	8.9	4.43	3,746.21
YOST	51	28.7	54.90	3,711.04
SUB TOTAL	28,129	1,631.2	5,616.60	295,502.12
CACHE	2,573	484.0	1,102.41	68,378.74
AMALGA	207	9.6	4.08	1,630.98
CLARKSTON	420	8.0	0.84	1,986.80
CORNISH	173	5.5	4.35	1,091.63
HYDE PARK	1,025	9.5	0.90	3,733.81
HYRUM	2,340	26.7	3.46	9,087.72
LEWISTON	1,244	41.5	23.40	8,006.07
LOGAN	22,333	76.9	6.44	66,896.91
MENDON	345	6.4	0.66	1,612.87
MILLVILLE	441	7.7	0.95	2,009.39
NEWTON	444	8.6	0.75	2,115.06
NIBLEY	367	5.4	0.76	1,560.74
NORTH LOGAN	1,405	14.1	4.01	5,257.79
PARADISE	399	11.7	1.13	2,342.46
PROVIDENCE	1,608	14.3	1.31	5,790.17
RICHMOND	1,000	17.6	2.89	4,577.35

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CLASS B AND CLASS C ROAD FUNDS  
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COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
RIVER HEIGHTS	1,008	5.2	0.38	3,210.91
SMITHFIELD	3,342	28.8	3.47	11,938.02
TRENTON	390	13.0	7.66	2,511.21
WELLSVILLE	1,267	18.6	2.08	5,379.41
<b>SUB TOTAL</b>	<b>42,331</b>	<b>813.1</b>	<b>1,171.93</b>	<b>209,118.04</b>
CARBON (EAST CARBON)	5,821	325.0	1,472.95	62,085.46
HELPER	1,964	14.6	1.37	6,754.03
HIAWATHA	166	3.1	8.44	839.00
PRICE	6,218	34.7	2.94	20,100.90
SCOFIELD	71	2.9	0.56	509.80
SUNNYSIDE	485	4.2	1.77	1,744.20
WELLINGTON	922	6.8	0.67	3,164.93
<b>SUB TOTAL</b>	<b>15,647</b>	<b>391.3</b>	<b>1,488.70</b>	<b>95,198.32</b>
DAGGETT	400	132.8	729.24	21,150.15
MANILA	266	5.6	0.95	1,320.30
<b>SUB TOTAL</b>	<b>666</b>	<b>138.4</b>	<b>730.19</b>	<b>22,470.45</b>
DAVIS	12,222	128.2	196.22	47,554.29
BOUNTIFUL	27,853	97.4	6.96	83,588.43
CENTERVILLE	3,268	29.3	2.76	11,794.53
CLEARFIELD	13,316	31.8	6.15	38,353.51
CLINTON	1,768	21.8	5.44	7,066.92
EAST LAYTON	763	11.2	2.09	3,245.66
FARMINGTON	2,526	16.1	2.12	8,393.84
FRUIT HEIGHTS	800	8.9	1.92	3,087.22
KAYSVILLE	6,192	34.3	3.58	19,993.60
LAYTON	13,603	71.0	12.50	43,477.50
NORTH SALT LAKE	2,143	18.1	7.10	7,650.91
SOUTH WEBER	1,073	6.9	4.00	3,595.43
SUNSET	6,268	15.6	1.49	18,112.64
SYRACUSE	1,843	15.6	6.44	6,586.08
WEST BOUNTIFUL	1,246	11.6	2.21	4,552.90
WEST POINT	1,020	13.0	5.57	4,141.93
WOODS CROSS	3,124	11.8	2.45	9,484.41
<b>SUB TOTAL</b>	<b>99,028</b>	<b>542.6</b>	<b>269.00</b>	<b>320,679.80</b>
DUCHESNE(NEOLA)	3,624	889.9	3,235.37	131,858.52
ALTAMONT	129	2.3	0.12	591.86
DUCHESNE	1,094	15.7	1.55	4,603.28
MYTON	322	8.4	1.03	1,776.27

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ROOSEVELT	2,005	21.7	2.35	7,652.13
TABIONA	125	1.3	0.10	470.88
<b>SUB TOTAL</b>	<b>7,299</b>	<b>939.3</b>	<b>3,240.52</b>	<b>146,952.94</b>
EMERY	995	856.6	4,364.20	129,745.53
CASTLE DALE	541	9.3	1.02	2,447.83
CLEVELAND	244	5.6	0.60	1,260.19
ELMO	141	4.0	0.53	813.91
EMERY	216	8.9	0.80	1,552.74
FERRON	663	13.6	1.38	3,243.93
GREEN RIVER(PART)	969	11.6	2.38	3,830.31
HUNTINGTON	857	15.7	1.51	3,983.65
ORANGEVILLE	511	7.1	0.75	2,124.60
<b>SUB TOTAL</b>	<b>5,137</b>	<b>932.4</b>	<b>4,373.17</b>	<b>149,002.69</b>
GARFIELD	269	769.8	5,184.71	124,397.45
ANTIMONY	113	8.9	9.88	1,351.40
BOULDER	93	13.6	22.00	1,908.42
CANNONVILLE	113	2.1	0.11	527.89
ESCALANTE	638	12.6	1.33	3,067.86
HATCH	139	2.8	0.16	673.48
HENRIEVILLE	145	2.2	0.13	622.71
PANGUITCH	1,318	13.5	1.09	4,942.39
TROPIC	329	4.8	0.50	1,393.27
<b>SUB TOTAL</b>	<b>3,157</b>	<b>830.3</b>	<b>5,219.91</b>	<b>138,884.87</b>
GRAND	1,831	787.3	3,690.11	119,245.88
GREEN RIVER(PART)	64	0.4	0.22	213.04
MOAB	4,793	21.4	2.85	14,908.45
<b>SUB TOTAL</b>	<b>6,688</b>	<b>809.1</b>	<b>3,693.18</b>	<b>134,367.37</b>
IRON(ENOCH+BRIANHEAD)	1,329	839.4	3,275.68	120,588.53
CEDAR CITY	8,946	47.5	4.51	28,654.28
KANARRAVILLE	204	4.9	0.44	1,077.21
PARAGONAH	275	7.1	0.42	1,505.42
PAROWAN	1,423	20.8	3.96	6,042.93
<b>SUB TOTAL</b>	<b>12,177</b>	<b>919.7</b>	<b>3,285.01</b>	<b>157,869.37</b>
JUAB	437	1,118.4	3,454.09	150,383.87
EUREKA	753	9.8	0.83	3,055.60
LEVAN	376	9.6	0.74	2,047.66
MONA	309	8.9	1.13	1,798.23

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COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
NEPHI	2,699	31.2	2.00	10,511.63
SUB TOTAL	4,574	1,177.9	3,458.79	167,796.99
KANE	379	559.3	4,096.87	93,325.39
ALTON	62	3.8	0.35	584.04
GLENDALE	200	2.2	0.19	766.89
KANAB	1,381	11.2	1.25	4,854.37
ORDERVILLE	399	3.1	1.12	1,393.20
SUB TOTAL	2,421	579.6	4,099.78	100,923.89
MILLARD	1,894	2,067.9	6,631.40	282,723.95
DELTA	1,610	19.2	1.31	6,336.22
FILLMORE	1,411	23.1	4.13	6,267.70
HINCKLEY	400	14.1	3.28	2,626.03
HOLDEN	351	6.9	0.58	1,683.13
KANOSH	219	8.3	0.47	1,753.21
LEAMINGTON	112	1.7	1.53	491.74
LYNNDYL	111	6.0	1.25	961.64
MEADOW	238	4.3	0.40	1,090.54
OAK CITY	278	5.3	0.46	1,314.89
SCIPIO	264	11.9	0.93	2,010.26
SUB TOTAL	6,988	2,168.7	6,645.74	307,268.31
MORGAN	2,397	91.7	611.63	20,953.94
MORGAN	1,586	11.8	2.84	5,468.18
SUB TOTAL	3,983	103.5	614.47	26,422.12
PIUTE	183	195.1	723.19	27,414.01
CIRCLEVILLE	443	20.2	14.81	3,497.79
JUNCTION	135	11.8	12.72	1,750.19
KINGSTON	114	7.6	5.31	1,176.40
MARYSVALE	289	20.9	14.94	3,173.58
SUB TOTAL	1,164	255.6	770.97	37,011.97
RICH	494	296.6	997.20	41,476.32
GARDEN CITY	134	1.9	0.43	563.09
LAKETOWN	208	4.0	0.45	988.39
PICKLEVILLE	106	1.0	0.91	394.17
RANDOLPH	500	6.2	0.76	1,996.59
WOODRUFF	173	2.6	0.42	742.20
SUB TOTAL	1,515	312.3	1,000.17	46,160.76

UTAH DEPARTMENT OF TRANSPORTATION  
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CLASS B AND CLASS C ROAD FUNDS  
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COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
SALT LAKE (ALTA)	229,445	1,028.4	622.15	717,745.82
MIDVALE	7,840	26.4	2.59	23,420.87
MURRAY	21,206	75.0	8.49	63,757.41
RIVERTON	2,820	26.4	8.04	10,343.17
SALT LAKE CITY	175,885	516.1	73.38	517,138.63
SANDY	6,438	122.6	15.19	30,468.96
SOUTH JORDAN	2,942	35.8	13.91	11,743.32
SOUTH SALT LAKE	7,810	33.4	2.86	24,117.08
WEST JORDAN	4,221	64.5	12.12	18,247.40
<b>SUB TOTAL</b>	<b>458,607</b>	<b>1,928.6</b>	<b>759.73</b>	<b>1,416,982.66</b>
SAN JUAN(BLUFF)	5,925	2,126.3	7,899.81	309,178.79
BLANDING	2,250	16.0	0.88	7,652.28
MONTICELLO	1,431	9.8	0.60	4,825.65
<b>SUB TOTAL</b>	<b>9,606</b>	<b>2,152.1</b>	<b>7,901.29</b>	<b>321,656.72</b>
SANPETE	932	562.2	1,573.70	76,242.07
CENTERFIELD	419	11.5	1.82	2,377.81
EPHRIAM	2,127	19.0	2.25	7,672.20
FAIRVIEW	696	12.0	1.20	3,152.23
FAYETTE	93	4.5	0.39	742.61
FOUNTAIN GREEN	467	14.1	1.25	2,785.96
GUNNISON	1,073	17.7	4.75	4,793.04
MANTI	1,803	24.9	1.93	7,474.32
MAYFIELD	267	5.9	0.65	1,353.78
MORONI	894	11.9	1.04	3,657.42
MT PLEASANT	1,516	28.1	2.27	7,080.05
SPRING CITY	456	16.0	1.38	2,967.88
STERLING	144	1.7	0.18	565.27
WALES	89	4.9	0.40	776.39
<b>SUB TOTAL</b>	<b>10,976</b>	<b>734.4</b>	<b>1,593.21</b>	<b>121,641.03</b>
SEVIER	971	612.4	1,941.83	84,634.63
ANNABELLA	221	5.7	0.53	1,210.60
AURORA	493	7.8	0.81	2,155.27
EL SINORE	357	8.7	1.25	1,902.49
GLENWOOD	212	7.1	0.52	1,341.52
JOSEPH	125	5.4	1.16	931.32
KOOSHAREM	141	5.5	0.52	979.39
MONROE	918	22.3	4.00	4,890.10
REDMOND	409	7.2	0.68	1,868.56
RICHFIELD	4,471	36.4	2.65	15,721.07

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COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
SALINA	1,494	14.2	1.74	5,484.43
SIGURD	291	3.8	0.57	1,184.12
<b>SUB TOTAL</b>	<b>10,103</b>	<b>736.5</b>	<b>1,956.26</b>	<b>122,303.50</b>
SUMMIT	2,037	220.4	1,848.26	43,455.79
COALVILLE	864	8.8	3.30	3,253.75
FRANCIS	268	3.4	0.98	1,082.93
HENEFER	446	5.8	0.83	1,811.85
KAMAS	806	7.5	1.46	2,944.95
OAKLEY	265	5.4	2.08	1,304.05
PARK CITY (PART)	1,193	19.3	6.24	5,294.36
<b>SUB TOTAL</b>	<b>5,879</b>	<b>270.6</b>	<b>1,863.15</b>	<b>59,147.68</b>
TOOELE (VERNON)	4,208	1,178.5	6.848.05	192,225.14
GRANTSVILLE	2,931	35.2	15.67	11,561.50
ONAQUI	541	19.4	18.00	3,689.42
OPHIR	76	2.5	0.12	475.44
STOCKTON	469	5.3	0.94	1,817.59
TOOELE	12,539	58.4	9.00	39,280.19
WENDOVER	781	3.7	0.21	2,450.87
<b>SUB TOTAL</b>	<b>21,545</b>	<b>1,303.0</b>	<b>6,891.99</b>	<b>251,600.15</b>
UINTAH (BALLARD)	8,776	950.0	4,528.37	161,614.13
VERNAL	3,908	30.5	3.23	13,602.95
<b>SUB TOTAL</b>	<b>12,684</b>	<b>980.5</b>	<b>4,531.60</b>	<b>175,217.08</b>
UTAH(CDR HL-HYL-SAL)	12,583	746.4	1,895.04	129,419.67
ALPINE	1,047	12.2	4.12	4,113.36
AMERICAN FORK	7,713	39.1	3.43	24,496.98
CEDAR FORT	188	5.4	1.60	1,099.24
GENOLA	424	29.0	18.75	4,448.85
GOSHEN	459	5.9	0.72	1,856.04
LEHI	4,659	29.3	2.98	15,431.18
LINDON	1,644	15.9	3.35	6,076.08
MAPLETON	1,980	22.4	10.29	7,723.38
OREM	25,729	108.5	15.48	79,326.71
PAYSON	4,501	40.9	2.75	16,296.87
PLEASANT GROVE	5,327	34.7	3.84	17,779.24
PROVO	53,131	157.0	18.38	156,309.08
SALEM	1,081	12.8	0.94	4,244.67
SANTAQUIN	1,236	14.7	1.00	4,859.88
SPANISH FORK	7,284	30.8	2.19	22,450.56

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COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
SPRINGVILLE	8,790	39.9	3.43	27,399.72
SUB TOTAL	137,776	1,344.9	1,988.29	523,331.51
WASATCH	1,394	172.8	1,151.95	31,320.26
CHARLESTON	196	5.2	1.86	1,100.01
HEBER	3,245	22.8	1.56	11,008.05
MIDWAY	804	10.5	2.84	3,281.16
PARK CITY (PART)	0	0.1	0.13	12.01
SOLDIER SUMMIT	13	1.4	0.43	191.70
WALLSBURG	211	3.8	0.51	974.61
SUB TOTAL	5,863	216.6	1,159.28	47,887.80
WASHINGTON	1,514	573.9	2,383.21	85,101.50
ENTERPRISE	844	11.2	1.13	3,450.17
HILDALE	480	4.7	1.10	1,781.31
HURRICANE	1,408	16.0	2.97	5,467.56
IVINS	137	11.7	2.95	1,671.39
LAVERKIN	463	9.4	3.00	2,269.83
LEEDS	151	4.8	0.91	931.18
NEW HARMONY	78	1.6	0.14	381.47
SANTA CLARA	271	7.5	1.38	1,546.28
SPRINGDALE	172	2.7	4.00	777.36
ST GEORGE	7,097	72.9	19.09	26,734.77
TOQUERVILLE	185	6.1	8.75	1,222.07
VIRGIN	119	2.8	0.81	626.06
WASHINGTON	750	17.2	4.20	3,889.68
SUB TOTAL	13,669	742.5	2,433.64	135,850.63
WAYNE	811	526.5	2,485.83	78,799.39
BICKNELL	264	6.2	0.44	1,377.48
LOA	324	9.1	0.89	1,857.72
TORREY	84	3.3	0.35	586.35
SUB TOTAL	1,483	545.1	2,487.51	82,620.94
WEBER	11,124	239.5	493.88	59,192.86
HARRISVILLE	603	5.1	2.90	2,160.32
HUNTSVILLE	553	8.5	0.72	2,388.66
NORTH OGDEN	5,257	32.9	4.41	17,401.91
OGDEN	69,478	201.3	25.57	203,970.70
PLAIN CITY	1,543	15.9	1.77	5,800.33
PLEASANT VIEW	2,028	17.7	7.65	7,310.35
RIVERDALE	3,704	15.6	4.49	11,434.72

UTAH DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION PLANNING DIVISION  
 PLANNING STATISTICS SECTION

CLASS B AND CLASS C ROAD FUNDS  
 COMPILED BY RECORDS UNIT  
 \$6,151,385.00 ALLOCATED APRIL 1, 1978

COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
ROY	14,356	47.2	4.60	42,759.41
SOUTH OGDEN	9,991	33.4	2.28	29,812.20
UINTAH	400	5.4	0.24	1,643.08
WASH TERRACE	7,241	22.6	1.35	21,426.89
<b>SUB TOTAL</b>	<b>126,278</b>	<b>645.1</b>	<b>549.86</b>	<b>405,301.45</b>
<b>GRAND TOTAL</b>	<b>1,059,273</b>	<b>25,080.1</b>	<b>82,346.00</b>	<b>6,151,385.00</b>

AGENCY	SUMMARY			
COUNTIES	29	319,867	20,747.2 ✓	81,453.50
CITIES & TOWNS	213	739,406	4,332.9 ✓	892.50
<b>TOTAL</b>	<b>242</b>	<b>1,059,273</b>	<b>25,080.1</b>	<b>82,346.00</b>
				<b>6,151,385.00</b>